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THE HONGKONG DISPENSARY,

ALEXANDRA BUILDINGS.

Hongkong, 19th October, 1906.

NOTICE TO CORRESPONDENTS.

Only communications relating to the news column should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of the paper only.

No anonymous signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent at before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: PANDA. Code: A.B.C. 4th Ed. P.O. Box, 22. Telephone No. 12.

BIRTH.

On October 17th, at Shanghai, the wife of ARTHUR EVERHART, of a daughter.

HONGKONG OFFICE: 10A, DES VUE ROAD, C
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, OCTOBER 22ND, 1906.

Not the least interesting feature of our present civilisation is the large extent to which prehistoric traditions, forgotten in the ordinary stress of our daily lives, still exist amongst us. When the school-boy expressing some surprise at his companion's prowess at marbles ascribes it to the confirmatory exclamation, "by jehny," he little thinks that thousands of generations of school-boys before him, and not school-boys only but grave and reverend sages as well, have made the same appeal to the twin horsemen as a testimony to the truth of their evidence. But why should the Twins in particular have anything to say to public faith? A small book of some 160 pages recently published by the Cambridge University Press, "The Cult of the Heavenly Twins," by J. RENDEL HARRIS, M.A., D. LITT., throws some light on the subject. "How," asks Dr. RENDEL HARRIS, "is one to make the connection between the modern man who swears by Gemini and those early forms of the cult which we have brought to light?" It belongs, he answers, "to the time when the Twins have been recognised as children of the sky, and have become associated with the sky-god, or thunder god, or sun-god as his assessors. And it is because of this connection—that they became the guardians of public truth. Men swore by God and S. Polioctus because they had sworn by Jupiter and the Twins, and they swore by Jupiter because being

a sky-god he was able to see everything that went on; and the Twins, being assessors of the sky-god shared his knowledge." When from reasons, political as well as religious, the whole Roman Empire became Christian, the easier to accommodate the last batch of converts a sort of compromise was made, and many of the old shrines were converted into chapels where the new converts were permitted to continue many of the old rites, provided that they addressed them to Christian saints. Gradually too, the calendar was shifted about so that many of the old festivals were taken up for the use of the Church. Christmas day, Easter, the Lady days, and the feast of the Two Saints John were made to mark the return of the great natural divisions of the year: mid-winter and the opening of spring, as well as the two solstices and the equinoxes. As the most popular divinities in the older cult the Twins who had been the ancient champions of Italy could hardly be left out, but they could not be left out in their antique ascendancy, as the actual rulers of the sky, consistently with any form of Christianity. Still the people had an affection for the old shrines, and could not be tempted to desert them; gradually stories of old saints, often in duplicate, surrounded with many of the old attributes of the twins, grew up around these old shrines, and gradually too, with the growing toleration of the age the priests of the new religion found it safe to transfer the less objectionable old rites to the service of the Church. No district in the empire had been more faithful to the old beliefs than the plains of Lombardy, and nowhere had the church numbered more martyrs; with the general conversion it was not difficult for the popular imagination to accommodate the old Twins with modern martyrdoms. One of these tales centred in Saints Gervasius and Protasius, two brothers who had perished, so said the story, in one of the persecutions. With the powerful aid of the two great dignitaries, Ambrose of Milan and Gregory of Tours, afterwards to become the great saints of the age, the cult of the new Twins, Gervais and Protase, rapidly spread, to France on the one side, and on the other as far as Poland, where we find them as two youths in shining white garments appearing before a battle to the queen and assuring her of success. Amongst the other attributes of the Twins transferred to one or other of these saints were chariot racing and pugilistic encounters, so, as Dr. Rendel has it, "if St. Protase should have inherited from Polux an interest in single combats, the attributes would then have found their patron, or rather would not have lost him." What if St. Gervais discharged a similar function for the chariot-racers? Can we predict what he would develop into? "In like-wise the name of Gervais became a popular one for cab-drivers as well as their machines; all the race of Jarvies and Jarveys and Garvies in England, Scotland, and Ireland are named after the saint, and so is the carriage which they drive, which is known in the later English literature as a "jarvey." When we consult the etymologists, they do not know anything as to the origin of a Jarvey, whether man or machine, except that it is said that the name is given in honour of a celebrated brother of the craft who met his death by hanging. They do not discern Gervais the martyr behind the condemned Jarvey."

But the story is world-wide, and if we can meet with it in old Greece, in the Romulus and Remus of ancient Rome, in the Jacob and Esau of the children of Israel, in the story of Cain and Abel, in the twin pillars before the Temple of Jerusalem, or the similar erections before the great shrine of Melkart in Tyre, or in the still older tale of the Babylonian Gilgamesh and Enkai, why should we despair of finding it in China, whose old myths and legends may well bear comparison with those of Greece itself. As a fact we do, and the story loses none of its instructiveness. The veriest tyro in Chinese literature knows the legend of the foundation of the (so-called) Choo dynasty. Suddenly, all unannounced, the "Prince of the West", whose name, Ch'ang (the Resplendent) sufficiently displays his character, appears on the horizon, and warns the wicked king that he has come to dispel the mists of darkness which he has permitted to accumulate around him. It was not his fortune to perform the task, but he leaves two equally brilliant sons, Fat, the "Issuer", and Tan, the "Dawn", who both appear as the Choo-kung, or Chinese Dioscuri, and under them the work is completed and the new kingdom of Choo, the "Daylight", founded. Then

appears a series of events whose astronomical character is beyond question: at the dawn of day, while the sky is yet red with the rays of the rising sun, takes place the great contest, and the new state arises amidst a coruscation of splendour. But the myth was already ancient. Some five thousand years ago three conspicuous stars rose at the vernal equinox some two or three hours before the sun; these were the comparatively bright stars in the forefront of the constellation of Aries. In these days there had been no calendar constructed, and the husbandman to know when to put in his seed was accustomed to be guided by the apparition of these stars in the east just before the dawn; naturally then these stars acquired a world-wide reputation, and formed the foundation of many myths. To the people who afterwards settled in India and north-west China they were known as the Acvins or horsemen, but originally the word seems to have had an initial d, and so they were known as the Dacvins or "Peepers". They formed the starting point of the Indian Zodiac, and although three in number are always spoken of as dual. These, there is no doubt, were the original "Twins". Somewhere about B.C. 2,200, owing to the procession of the equinox, they ceased to fulfil this function, and in Greece and Italy their names were transferred to the two principle stars in the constellation which came to be called the Twins, Gemini. With the change many of their old functions were likewise transferred: hence we can see how it was that the "Twins" came to be associated with the arts of husbandry, the invention of the plough, the general superintendence of the husbandmen; and became patrons of fecundity and the healing art. Traces of this, lost elsewhere, are curiously preserved in China. One of the most pronounced of these was the second ballad of the fourth book of the Shuo Ya, forming the second part of the old Shi King, misnamed the Book of the Odes. Dr. Legge's version parodies this as follows:—

"Let the brilliant white bolt
Position the young growth of my vegetable garden.
Tether it by the foot, tie it by the collar,
To produce this morning!"

A more correct, and more literal translation shows it to have been a hymn to these stars:—

"Shine on ye glowing steeds of day,
Our meadows wide with light enliven;
In your course, your progress swift,
This morning's dawn to end refine."

The allusion is to another widely spread down myth found as far as Greece, but into which it is not necessary now to enter. Myth is, of course, not history, yet, as has been often remarked, it has one incalculable advantage over history that it cannot lie, and hence supplies invaluable information as to the early history of humanity. This is the true utility of such apparently useless trifles as Dr. RENDEL HARRIS's brochure on the long life of the myth of the Heavenly Twins, which throws an unexpected light on the conditions of the early days of Christianity in Europe.

The French Mail of the 19th Sept. was delivered in London on the 19th inst.

Mr. and Mrs. Archibald Little have returned to Shanghai. Mr. Little is now convalescent.

Persistent rumours are in circulation in the bazaars along the Nile that a serious Egyptian outbreak will take place in the New Year.

The wife of Mr. G. W. Eres, chief resident engineer of the Kowloon-Canton Railway, gave birth to a child last week, which was, unhappily, still born.

The military authorities have published in the Gazette the days on and places at which gun practice will be carried out during this month and next.

At the entrance examination for clerkships in the Hongkong Civil Service Messrs. T. G. Ah Hock and Ng Tsan-ki were successful candidates.

Genuine Havana cigars are now at a considerable premium and expected to become very scarce, as a result of the fighting and consequent neglect of crops.

The list of countries to which postal orders can be forwarded from Hongkong or any British Post Office in China is published in the Government Gazette.

The subscription griffins ordered from Shanghai for the next meeting of the Hongkong Jockey Club were shipped by the s.s. Chong-yang and are due to arrive here to-morrow.

The annual Licensing sessions will be held in the Justices room at the Magistracy on Wednesday, November 14th, at 2.30 p.m., when applications for publicans and adjunct licenses for the year 1906-07 will be considered.

To-morrow is the day of the annual sale of work that is arranged in aid of the C. M. S. Baxter Mission Schools. The notice elsewhere gives the City Hall, from 3.30 to 6.30 p.m., as the place and time, and no one who takes sympathetic interest in the work of this mission will require further invitation.

Li Ching-mai, the only surviving son of the late Li Hong-chang, has been recalled from Vienna (where he is Minister) to act as Director of the Banqueting Court at Peking.

Kobe and Osaka merchants have established a flour milling company, to operate in Manchuria, with a capital of one million yen, divided into twenty thousand shares.

The leading citizens of Fukutsu are reported to be changing their residences to other towns owing to the large number of convicts detained there since Southern Saghalian was ceded to Japan.

The gambling in copper on the New York Exchange is causing fears to be expressed of a serious crash. Copper was on October 10th quoted at 22 cents a pound, the highest figure quoted since 1890.

Schedules recommended by the Recreation Grounds committees for the allotment of the Wengueichang and Queen's recreation grounds have been confirmed by H.E. the Governor, and are published in the current Gazette.

It is reported that there is a large number of counterfeit notes in circulation at Vladivostok and the Japanese Bank agency there has lost Yen 107,000 by accepting some of them. A military clerk has been arrested in connection with the affair.

Dispatches from Teheran state that the Shah opened the Parliament with a speech from the Throne in which he proclaimed the Constitution and promised to adhere to all progressive efforts for Persia. Teheran was illuminated in the evening.

The extract of meteorological observations made at the Hongkong Observatory during September shows that the average maximum temperature for that month was 85.3 deg. the minimum 77 deg. and the total rainfall 30.585 inches.

The foreign trade of Great Britain during September was £45,088,557 in imports and £30,525,153 in exports. The figures show a decrease of £664,001 in imports on those of the corresponding period of the previous year, and an increase of £1,174,083 in exports on those of the same period.

The appointment of Lieut. C. W. Beckwith, R.N., to act as Harbour Master, Marine Magistrate, Emigration and Customs Officer, Superintendent of Gunpowder Depot, Collector of Light Dues and Superintendent of Imports and Exports, in succession to Mr. E. Jones, with effect from the 20th instant is published in the Gazette.

The German Government, in the Budget for the next fiscal year, will ask the Reichstag to vote expenditure for an expansion of the German Navy, and the development of the coast defence on the coasts of the Baltic and North Sea. It is said that the mode of providing the expenditure has already been decided upon. Probably the Customs tariff and the duties on spirits and tobacco will be increased.

The Kobe Herald learns from Japanese papers that the Mitsui family are at present making arrangements to establish a great cotton spinning company at Shanghai, with a capital of twenty or thirty million yen, for the purpose of selling the products direct to China and Korea. It is believed that large profits can thus be secured, as the expense of importing the raw cotton from China and then exporting the finished article will be saved.

At the request of thirty-eight shareholders in the Shanghai Dock Co., Ltd., an extraordinary general meeting of shareholders will be held on November 1st in order to consider a proposal which has been made by them for the formation of a Wharf and Godown Company to acquire the Old Dock property and part of the property between the Cosmopolitan and International Docks. Particulars of such proposal and the resolutions to be submitted at the meeting will be sent to the shareholders.

The Shanghai Municipal Council has felt it necessary to make some allowance to its large Chinese staff in consequence of the high price of rice. Every employee whose monthly wage is less than \$15 is to receive temporarily an additional \$1.50 and for those with wages between \$15 and \$20 the bonus is to be \$1. This step, which is estimated to cost about \$12,000 monthly while it lasts, is only one indication of the extra burden which foreign residents, directly or indirectly, must all bear as cheerfully as they can till the present depression passes.

According to returns published by the Finance Department of the Japanese Government, the national income for the present fiscal year up to September 30 was Yen 106,284,669 from ordinary and Yen 2,053,451 from extraordinary sources. The total shows an increase of Yen 13,758,385 on the total income for the corresponding period of last year. The ordinary national expenditure during the same period amounted to Yen 213,804,236 and the extraordinary to Yen 37,444,812, a total increase of Yen 97,542,037 over that for the corresponding period of last year.

Sir Claude and Lady Macdonald, on their way home from Tokyo, were to be the guests at Shanghai of Mr. Henry Kowick. The newly formed British Association of Japan gave them a farewell tiffin at Yokohama. Sir Claude said it was a very real pleasure to him to push the interests of British trade and commerce, and he assured his audience that if he did not do his duty in this respect he would soon hear from His Majesty's Government. The day had passed when it was considered *infra dig* for a Minister to concern himself with the advancement of British commercial interests.

Two rumours were current in the city on Saturday, or to the effect "that the river steamer Shan Lee had been burned at Kong-moon, while the other stated that the steamer destroyed by fire was the Tai On. The safe arrival of both vessels in port yesterday dispelled the fears created by these fabrications.

Another Japanese died at Shanghai on October 18th as a result of injuries received in the affray with German soldiers on the night of the 13th inst. reported in our telegrams. In consequence, after a brief inquest, the five sailors from the German gunboat *Itz*, already remanded, were brought up at the German Consulate and again remanded, under arrest, for trial by court-martial.

The captain of the German steamer *Chautauk* which arrived at Moji on the 11th inst., from Vladivostok, reported that an iron lighter was found drifting when about two hundred miles from Moji. The steamer took the lighter in tow, but the frequent breaking of the cable necessitated its abandonment and it is now a danger to navigation.

The Central Government at Peking has sent instructions to the Viceroy and Governors of the various provinces of the Empire to send up without delay a detailed statement to the number of mow of land in each province devoted to the cultivation of the poppy, the names of districts where it is cultivated; the quantity and quality produced annually; the annual revenue obtained by each provincial government in the shape of Customs' duty and *likin* on raw opium; how much is consumed locally and how much is exported to non-producing provinces.

The Shanghai fire reported in a recent Daily Press telegram is attributed to the ignition of part of the roof by a soldering stove while the workmen were away for a meal. The building is insured for about Tls. 60,000 in Hongkong and Copenhang companies. It is believed that with the exception of the attics and third floor the building has suffered no structural damage, and that only those portions will have to be rebuilt. No windows had been put in so the wind played havoc with the flames when once the workmen had caught. The N.C. Daily News comments: This fire would seem to point to the danger of centralization of the cable offices there, for serious interruptions in the service would have ensued had the whole of the offices been burnt out.

Large property owners on the south side of Market St., San Francisco, have decided to test by judicial proceedings the arbitrary classification for payment of insurance risks adopted by the Commercial Union, the Palatine and other English companies represented in the city. The classification laid down by these companies has the single merit of simplicity, but no other. In a word, it is purely geographical. If the property was east of Eighth and south of Market Street or in the wholesale or financial district on the other side of Market Street they offer 50 cents on the dollar. In other parts of the burned district they offer 75 cents on the dollar. Either these companies are liable or they are not. If they pay anything that is an admission of full liability. The earthquake clause does not say they shall be liable for 50 per cent in one part of town and for 75 per cent in another quarter, but that they shall be free from all liability where the fire was due to earthquake conditions. The contention of the companies is that 50 per cent of the fire was due to earthquake in one quarter, while in another 25 per cent of the fire was due to that cause.

CANTON.

(FROM OUR CORRESPONDENT.)

October 19th.
NO EVIDENCE AGAINST COMMODORES.
AS NO satisfactory evidence has been advanced in support of the charges of "evasion" which caused Commodores Lin Cho-chuen and Kew Chai-fa to commit suicide, Expectant-Tsai Yuen Sown-to has been deputed to visit Hongkong to inspect the books of the Kwong Hip Loong firm who were building six river boats for the government.

[This local firm emphatically declares that so far as its business is concerned, the deceased commodores were quite innocent.—E.P.]

CANTON-WHAMPOA RAILWAY.
An immediate start is to be made with the construction of this line, under the direction of Chang Pei-shi. Peking had previously ordered its postponement, on account, it is understood of British official representations that it might obstruct the more important Kowloon-Canton scheme, but Viceroy Shun appears determined to have the Whampoa line started before his departure. An American engineer arrived here on the 17th inst.

MORE PIRACY.

A junk was pirated between Fatsan and Shek Loong (near Ng Ah How) on the evening of the 16th inst. There were about sixty of the pirates, in "dragon" boats. They took much cargo (mostly piece-goods) and money, as well as all the firearms they could find, the loot in all being worth about Tls. 1,000. No arrests have yet been made.

OPIMUM MONOPOLY.
Viceroy Shun, having received copies of the regulations of the Formosan Opium Monopoly, has decided to adopt them for a similar government enterprise here. Deputy Lun is expected to be given charge of the department, which is to be established at an early date.

LATEST STEAMER MOVEMENTS.

The I.G.M. str. *Prinz Ludwig* left Shanghai on Saturday, the 20th inst., at 11 a.m., and may be expected here on or about Tuesday, the 23rd inst., at 8 a.m.

The Australian Line str. *Willehad* left Manila on Friday, the 19th inst., at 10 p.m., and may be expected here on or about Monday morning, the 22nd inst.

The P. & O. str. *Sumatra* left Singapore for this port on the 19th inst., at 6 p.m.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

FRENCH CABINET RESIGNS.

LONDON, October 21st.
The French Cabinet has resigned.

FRENCH NAVAL DISASTER.

LONDON, October 21st.
The hatch and commingtower of the French submarine *Latou* [which was sunk off Bizerta, Tunis] were found open.

SEVERE GALE IN SCOTLAND.

LONDON, October 21st.
Enormous damage has been caused by a gale which swept Southern Scotland.

CENTRAL AMERICA STORM-SWEPT.

LONDON, October 21st.
Central America has been visited by heavy storms.

[REUTER'S SERVICE.]

FRANCE.

LONDON, October 18th.
M. Sarrien has informed President Fallieres that he is going to resign on account of ill health; his decision however is not yet final.

LONDON, October 19th.
M. Sarrien will resign to-day, officially.

THE CHINESE CUSTOMS.

LONDON, October 19th.
Sir Edward Grey, writing to the Newcastle Chamber of Commerce, said, if it appeared that the change involved by the Chinese Customs edict, was not only one of form but also of substance, the Government would take prompt action to consider the question, securing the co-operation of the other Powers in representations to China.

GUNNERY TRIALS OF H.M.S. "DREADNOUGHT."

LONDON, October 19th.
At the gunnery trials of H.M.S. *Dreadnought* in the Channel near Portsmouth, each of the 12 inch guns was fired separately, after which they were fired in pairs; then six, and finally eight, the latter constituting a broad side, were fired simultaneously, with a full service charge of 265 lbs. of cordite. The structure of the vessel was wholly unimpaired by the immense strain.

THE STANDARD OIL CO.

LONDON, October 19th.
A jury of the State of Ohio, after deliberating for 32 hours, has found the Standard Oil Co. guilty of a conspiracy to restrain trade since 6th July, 1903. The law makes each day's business a separate offence, punishable by a fine not exceeding \$5,000.

NEW RACE OF GIANTS.

FOREST OF ENGLAND IN FIFTY YEARS.

A race of giants will inhabit England in 1950. The average stature of the inhabitants of the country will have increased 13ins., and the average weight 11 lbs. The average length of life will have increased nearly 10 years, and disease will have almost disappeared. These were the predictions made by Mr. W. Stansfeld, of Manchester, in a paper read at the concluding session of the sanitary inspectors' conference at Blackpool. The address took the form of quotations from an imaginary review of the sanitary achievements of the half century ending in 1950. It began with the statement that in 1850 there would be a royal palace at Blackpool, and that a municipal flag bearing the motto "Let them all come" would fly over the town hall.

The review also commented on the progress made in the war on disease. In the early part of the twentieth century dozens of diseases were prevalent which had since then disappeared. Consumption was regarded as a fearful scourge, but in 1950 it was almost extinct. Cancer was dreadfully prevalent, but in 1950 an isolated case was a rarity which attracted the attention of scientists all over the world. In the early part of the century the public mind was greatly exercised over physical deterioration and the decline of the British. Public meetings were held to discuss the situation and devise a remedy, and many plans were proposed which in the light of 1950 only provoked a smile. Sir James Crichton-Browne, in the concluding address, said that in his opinion feeding was more important than education, and that to try to educate underfed children was worse than useless. Education on an empty stomach was a mockery, he said.

Step by step with the development of our civilisation it seems inevitable that decadence and immorality should become more pronounced, or rather that, having an opportunity of becoming centralised in large cities, it should gather to itself the evil elements of the nation.

THE VOLUNTEER CAMP.

The week-end witnessed a considerable accession of strength in the Volunteer Camp and also saw the men engaged in a useful series of exercises. Firing fifteen pounders occupied the morning hours and other necessary work followed during the forenoon. The afternoon was devoted to a field day in which all the Volunteer units operated with a number of men from the Royal West Kent Regiment. The scheme was outlined as follows: "Stonecutters Island is supposed to have been seized by a band of pirates, represented by 80 men of the Royal West Kent Regiment, and it will be the Volunteer's duty to regain possession of it. All the forts on the Island and the Volunteer Camp are to be considered out of bounds. The attacking force consisting of 40 men of the Royal West Kent and the Volunteer Artillery and Engineers will embark at Queen's Statue Pier at 2.30 and proceed to Stonecutters to attack, and if possible, capture the pirates. Colonel Darling, Officer Commanding the Troop, has consented to act as chief empire, and Colonel Fittin, D.S.O., and Major Pritchard R.E.M., will be the umpires for the attacking and defending forces respectively."

The defenders arrived early in the afternoon, and the men who were in camp left by launch to join their comrades at the Volunteer Headquarters. Here about 140 Volunteers assembled under Captain Armstrong and were joined by a number of men from the Royal West Kent Regiment. Boarding the service launch which was supposed to represent an armoured craft they huddled on the docks so as not to betray their approach. On nearing the island the defenders opened fire, but this was considered a mistake on their part as it disclosed their position which could easily have been rendered untenable by the imaginary fifteen pounder at the bow. The attacking party was met by a withering fire on landing, but quickly gained the cover of the tower. To understand the manoeuvres it has to be remembered that the defenders had taken up their main position near the central battery, where 50 men were posted. Near the west battery other 25 men were posted and also occupied a position on the spur west of the camp. The regulars and a party of Volunteers, under cover of the fire from the boat, advanced on the western spur and drove the nine men from their position on to the beach where they were exposed to the fire from the big gun. At the same time another party went round behind the camp and skirted the shore, but here again the assaults suffered from the fusillade of the pirates, especially in crossing the parade ground. From the shore they worked upwards, scaling rocks and forcing their way through thick brushwood, and took the main body in the rear. A junction was effected with Captain Kitson's force and the united body continued operations the pirates being driven from the central battery to the beach where they were shelled from the boat. The operations of the day proved that it was practically impossible to win in organisation through such bushy and hilly country, the opinion of the military experts being that it was better to tell every man what goal was aimed at and to let him act independently to get there. Colonel Darling, the umpire, found it impossible to give a decision, as the battle had developed into a series of skirmishes and the result would depend on numbers.

During the afternoon Private Cork, one of the best scouts in the West Kent Regiment, met with rather a serious mishap. When scouting for the pirates he noticed two Volunteers who were heading in a direction which would cut off his retreat. To avert this he pushed through the brushwood and jumped into a hollow, where his feet were caught by some creepers and he was thrown violently forward on to a rock studded with broken glass. His forehead was badly cut and had it not been for the assistance of the Volunteers he might have bled to death. His arm was bound and he was taken to the hospital tent where the wounds were stitched and a vein tied in three places.

Saturday was the official guest night, when the officers of the Corps gave a dinner to which H.E. the Governor and 24 officials, senior officers of the garrison and others were invited. Those who were present included the Governor, Colonel Darling, G.O.C., Colonel E. H. Seymour, Colonel Fittin, Colonel Aglin, Colonel Aiken, Colonel Kent, R.A., Major Chickester, Mr. H. Woodward, R.N., Sir Francis Pigott, Sir Henry Berkeley, Major Ross, Hon. Mr. T. Sercombe Smith, Hon. Mr. W. Chatham, Hon. Mr. W. J. Gresson, Captain Coleman, A.D.C., Major Pritchard, Captain Armstrong, Captain D. Macdonald, Captain Skinner, Captain Wood, Surgeon Lieutenant Forsyth, Lieutenants Northcote, Keenelt, Nicholson, Chesney, Ross, Hayton, Reynolds, and Gobby, Rev. G. Searle, C.F., Rev. C. H. Hickling, Mr. H. Hunter, Mr. D. R. Law, Mr. Wilson and Captain Baskley.

After the usual loyal toast, Major Pritchard proposed "His Excellency the Governor," and referred to the keen interest which he had taken in the Volunteers as indeed in all that concerned the Colony since he had come to Hongkong. Owing to that keen interest and His Excellency's intimate acquaintance with the corps, the Volunteers had made progress within the last year or two. The Artillery Companies had certainly advanced, and this year for the first time they would fire at a moving target. This was rather difficult, but he had no doubt that though they might miss it a few times they would make it uncomfortable for the boat. The Engineers had improved greatly, and it was owing to them that the camp was lit both at night and morning with electric light. The

troop was not in camp, because it was hardly suitable, but the men were going into camp shortly, either at Christmas or China New Year, at Fan Ling in the New Territory. They would get to know something about the New Territory which was of course the country where they would be wanted. They had started a nursery in camp this year. They had eight boys from the Victoria School. They were fine little fellows and were very useful. The strength of the corps this year was 286, as compared with 264, so that it was beginning to move upwards. He thought the Reserve Association was to some extent working against them and they would show a greater increase if they had some of the younger men who joined the Reserve. He hoped that by the end of December His Excellency would open the new headquarters, which had been a hobby of his (the speaker).

His Excellency in reply alluded to the service rendered by Major Pritchard to the corps and expressed regret that that officer was retiring from the command in the ordinary course of events. He had discharged his duties, which were most important, in excellent way (applause). This would of course necessitate changes in the administration of the Volunteers but they would not be considerable and would, he trusted, not lead to any decrease in the popularity of the corps. He was anxious that the popularity of the corps should not only be maintained but increased. He was not yet satisfied with the strength of the corps, 286, which was rather "thin" than 150 below the establishment and 200 below the strength than he thought it ought to be. The Major hoped that the new headquarters would be opened soon, but that of course depended on Mr. Chatham who he was sure would do what he could to have the building completed by the end of the year. At any rate he appealed to the officers to endeavour to raise the strength to 300 before the coming year. That was only an increase of 14 and he did not think it would be difficult to induce that number of young men to join. Of course efficiency was quite as important as strength and he was glad to see from the report of the Commandant and Major General Villiers-Hutton that that was satisfactory. It was pleasant to learn that the present camp was also satisfactory. It was said at home that it took six months to make an efficient soldier. That period was impossible for the Volunteers here, but with 15 days at camp and practice in between a good deal could be done. The Colony was entitled to expect a standard of efficiency from the Volunteers seeing it paid fire thousand a year.

The company afterwards proceeded to the men's mess where an excellent entertainment was provided for the enjoyment of the many visitors. The platform was beautifully decorated with plants.

Yesterday the Rev. C. H. Hickling conducted divine service, and after the camp inspection by the Commandant the men were free to receive their guests, there being again a large number at dinner.

CHINESE Y.M.C.A.

The Chinese Department of the Y.M.C.A. have removed to more commodious and convenient premises in Queen's Road Central, just opposite the Post Office, and to celebrate the opening of the new premises a "social evening" was held on Saturday, at which many members and their friends attended. The Venerable Archdeacon Banister presided, and after an opening prayer addressed members in their native tongue on the work and objects of the Association. Other interesting addresses were delivered by prominent Chinese members and visitors, and vocal and musical selections were provided by Messrs. J. M. Forbes, A. E. Paine, J. Smith and H. J. Colahan. The evening's entertainment concluded with refreshments and a gossip, the Archdeacon pronouncing a benediction before the gathering dispersed.

THE COMMERCIAL ATTACHE AT SHANGHAI.

The announcement was made last week on the authority of our Shanghai correspondent that the Acting Commercial Attache of the British Legation will henceforth spend a portion of his time in Shanghai, will be at all events a partial satisfaction to British merchants there. A Communique would seem to indicate, remarks our northern contemporary, that a commercial attache should have his headquarters in the chief commercial centre, and Mr. J. W. Jamieson was indeed located there and kept closely in touch with the mercantile life of the port. It is, we understand, no fault of Mr. Henshaw that since he has held the attache appointment, he has not been seen in Shanghai, but while the new conditions which have arisen since the war, have made it advantageous for the attache to keep in close touch with the Minister, Sir John Jordan has quickly realised that Shanghai has certain permanent claims which deserve attention. We are glad to think they will now get it.

THE KIANGNAN ARSENAL DOCK.

With reference to a statement which appeared a few days ago in a native local contemporary concerning the above institution, which was also translated in some of the Foreign newspapers at the time, we [N.C. Daily News] are in a position to deny the pronouncement that the Kiangnan Dock had lost some Tls. 300,000 during the past year in consequence of which a new Manager had been appointed in the person of Tsoi Chong Shih-ban, the present Director of the Kiangnan Arsenal. As a matter of fact the superintendent of the Arsenal, Admiral Sah and the capable management of Captain Y. F. Wu, both of the Peking Imperial Navy and experts in their profession, the books of the Kiangnan Dock can show a gain of nearly Tls. 100,000 for the past year the first of its existence, while there has always been more work offered than could possibly be accepted owing to the present circumscribed limits of the Dock yard. Ever since the inauguration of the new regime, with the exception of a few weeks' stoppage caused by the inundations last year, there have, at any one time been no less than ten vessels on an average undergoing repairs at the hands of the Dockyard people—which, under the circumstances, appears to be pretty good.

LOCAL SPORT.

CRICKET.

HILLS & PLAINS.

A match was played on the ground of the Hongkong Cricket Club on Saturday between teams representing the Hills and Plains, and ended in a draw. Scores and analysis are as under:—

PLAINS.		HILLS.	
W. G. D. Turner, c. H. Hancock, b. R. 24		W. Daniel, c. Morrell, b. Sercombe Smith 0	
R. Hancock, b. Sercombe Smith 0		J. Hall, b. Sercombe Smith 0	
W. Daniel, c. Morrell, b. Sercombe Smith 0		W. Daniel, c. Morrell, b. Sercombe Smith 0	
W. Daniel, c. Morrell, b. Sercombe Smith 0		W. Daniel, c. Morrell, b. Sercombe Smith 0	
W. Daniel, c. Morrell, b. Sercombe Smith 0		W. Daniel, c. Morrell, b. Sercombe Smith 0	
W. Daniel, c. Morrell, b. Sercombe Smith 0		W. Daniel, c. Morrell, b. Sercombe Smith 0	
W. Daniel, c. Morrell, b. Sercombe Smith 0		W. Daniel, c. Morrell, b. Sercombe Smith 0	
W. Daniel, c. Morrell, b. Sercombe Smith 0		W. Daniel, c. Morrell, b. Sercombe Smith 0	
W. Daniel, c. Morrell, b. Sercombe Smith 0		W. Daniel, c. Morrell, b. Sercombe Smith 0	

BOWLING ANALYSIS.		BOWLING ANALYSIS.	
R. Hancock, b. Sercombe Smith 0		R. Hancock, b. Sercombe Smith 0	
W. Daniel, c. Morrell, b. Sercombe Smith 0		W. Daniel, c. Morrell, b. Sercombe Smith 0	
W. Daniel, c. Morrell, b. Sercombe Smith 0		W. Daniel, c. Morrell, b. Sercombe Smith 0	
W. Daniel, c. Morrell, b. Sercombe Smith 0		W. Daniel, c. Morrell, b. Sercombe Smith 0	
W. Daniel, c. Morrell, b. Sercombe Smith 0		W. Daniel, c. Morrell, b. Sercombe Smith 0	
W. Daniel, c. Morrell, b. Sercombe Smith 0		W. Daniel, c. Morrell, b. Sercombe Smith 0	
W. Daniel, c. Morrell, b. Sercombe Smith 0		W. Daniel, c. Morrell, b. Sercombe Smith 0	
W. Daniel, c. Morrell, b. Sercombe Smith 0		W. Daniel, c. Morrell, b. Sercombe Smith 0	
W. Daniel, c. Morrell, b. Sercombe Smith 0		W. Daniel, c. Morrell, b. Sercombe Smith 0	

These two teams played the first League match of the season on the Craigengower ground on Saturday, and the home team secured a win by one wicket and twelve runs. When the Police team were put out for the score of 113, it was thought Craigengower had "a hard nut to crack," and that they would be lucky if they could manage to draw before closing time. The Craigengowers are sluggards, however, and as the Police bowling on the whole was poor, they took advantage of it. The only man who distinguished himself was Fowler, who took seven of the home team's wickets. Of the Police batsmen, McHardy, not out 30, topped the score. He proved himself a splendid hitter, but anything but a runner, and more often than not his hits were to boundary. Edwards, as usual, was playing a smart game and knocked up 27 runs before he was sent out by Pestonjii. For Craigengower L. A. Rose made 32 runs and H. E. Ager and R. Baka each added 22 to the total. Scores:—

POLICE.		POLICE.	
Winter, b. Evans 1		Winter, b. Evans 1	
Ogg, c. Reza, b. Brown 8		Ogg, c. Reza, b. Brown 8	
Edwards, b. Pestonjii 27		Edwards, b. Pestonjii 27	
Appl, b. Ford 11		Appl, b. Ford 11	
Chyd, b. Pestonjii 6		Chyd, b. Pestonjii 6	
Weghouse, b. Ford 4		Weghouse, b. Ford 4	
Langley, b. Pestonjii 1		Langley, b. Pestonjii 1	
McHardy, not out 30		McHardy, not out 30	
Fowler, b. Ford 3		Fowler, b. Ford 3	
Kent, b. Langman 7		Kent, b. Langman 7	
Kerr, b. Pestonjii 19		Kerr, b. Pestonjii 19	
Extras 19		Extras 19	

BOWLING ANALYSIS.		BOWLING ANALYSIS.	
Edwards, b. Pestonjii 27		Edwards, b. Pestonjii 27	
Appl, b. Ford 11		Appl, b. Ford 11	
Chyd, b. Pestonjii 6		Chyd, b. Pestonjii 6	
Weghouse, b. Ford 4		Weghouse, b. Ford 4	
Langley, b. Pestonjii 1		Langley, b. Pestonjii 1	
McHardy, not out 30		McHardy, not out 30	
Fowler, b. Ford 3		Fowler, b. Ford 3	
Kent, b. Langman 7		Kent, b. Langman 7	
Kerr, b. Pestonjii 19		Kerr, b. Pestonjii 19	
Extras 19		Extras 19	

The local Baseball Club is growing strong, both numerically and at play. That interest in the game is increasing is evidenced by the number who attend the practice games at Causeway Bay every Saturday, and players say now that the team would be a hard one to beat. The Club looks forward to the time when some of the American fleet will arrive in port so that a match can be arranged.

THE ROYAL HONGKONG GOLF CLUB.

The monthly competition for the Robertson Farewell Cup was held at Happy Valley from the 18th to 19th October, 1906. The following cards were handed in:

ROBERTSON FAREWELL CUP.			
Mr. E. V. D. Parr	86	9	77
Mr. H. Pincney	90	12	78
Mr. C. E. H. Deavis	90	1	81
Hon. Mr. W. J. Gresson	93	12	81
Mr. C. Biron	87	5	82
Mr. M. Cross, B.O.A.	92	10	82
Dr. G. M. Harrison	91	8	83
Mr. H. C. Sanford	96	13	83
Mr. C. B. Down, B.O.A.	88	4	84
Mr. W. J. Saunders	91	7	84
Mr. C. M. G. Baraie	84	4	86
POOL.			
Mr. E. V. D. Parr	86	9	77
Mr. H. Pincney	90	12	78
Hon. Mr. W. J. Gresson	93	12	81
Mr. C. Biron	87	5	82
Mr. M. Cross, B.O.A.	92	10	82
Mr. H. C. Sanford	96	13	83
Mr. J. Clark	83	1	84
Mr. C. B. Down, B.O.A.	88	4	84
Mr. W. J. Saunders	91	7	84
Mr. T. C. Gray	94	9	85
Mr. C. M. G. Burns	82	1	85
Mr. G. E. McCall	103	15	87
T. Wines of Cnn and Pool.			

INTIMATION.

S. MOUTRIE & CO., LTD.

ESTABLISHED 1875.

BABY GRANDS
BY
RACHELS, PLEYEL, KEMMLER AND ROSENKRANZ.

FOR LIGHTNESS OF TOUCH, QUALITY OF TONE, AND DURABILITY, THESE PIANOS ARE UNRIVALLED.

A GUARANTEE FOR A TEST PERIOD OF TWO YEARS GIVEN WITH EACH INSTRUMENT. INSPECTION INVITED.

Sole Agents:
S. MOUTRIE & CO., LTD.
York Building, Chater Road.
Hongkong, 3rd July, 1906. 1527

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."
A.I. A.B.C. and Engineering Code Used
NEW DOCK NOW OPEN.

DOCK No. 3.
Extreme Length, 722 feet
Length on Blocks, 714
Width of Entrance on Top, 961
Width of Entrance on Bottom, 883
Water on Blocks at Spring Tide, 344

DOCK No. 1.
Extreme Length, 523 feet
Length on Blocks, 513
Width of Entrance on Top, 88
Width of Entrance on Bottom, 77
Water on Blocks at Spring Tide, 64

DOCK No. 2.
Extreme Length, 571 feet
Length on Blocks, 561
Width of Entrance on Top, 66
Width of Entrance on Bottom, 53
Water on Blocks at Spring Tide, 92

PATENT SHIP.

Suitable for vessels up to 1,000 TONS.
THE WORKS are well equipped with LATEST PLANTS and APPLIANCES for undertaking BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK.

A LARGE STOCK of MATERIAL is always kept on hand.
THE COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P.) especially built for SALVAGE PURPOSES equipped with necessary gear, always ready Short Notice. 1175

NOTICES TO CONSIGNEES

HAMBURG-AMERIKA LINIE.

THE H.A.L. Steamship

"SITHONIA,"
Captain Brehmer, having arrived from Hamburg, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day. Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th Oct. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th Oct. at 3 P.M.
No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE,
Hongkong Office,
Hongkong, 18th October, 1906. 11940

HAMBURG-AMERIKA LINIE.

THE H.A.L. Steamship

"SEGOWIA,"
Captain Schofield, having arrived from Hamburg, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day. Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th Oct. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th Oct. at 3 P.M.
No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE,
Hongkong Office,
Hongkong, 19th October, 1906. 11950

NOTICES TO CONSIGNEES.

S.S. "AUSTRALIEN,"
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London or S.S. "Bagdad" and "Medoc," from Havre or S.S. "Bagdad," from Bordeaux or S.S. "Ville de Marseille," in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining undelivered after Monday, the 22nd Oct., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 22nd Oct., or they will not be recognised.

All damaged packages will be examined on Monday, the 22nd Oct., at 3 P.M.
No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.
Hongkong, 15th October, 1906. 11942

"INDRA" LINE LIMITED.

NOTICE TO CONSIGNEES

FROM NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"INDRAWADI,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 24th inst., at 6 P.M. will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

Optional goods will be landed here unless instructions are given to the contrary before 4 P.M. To-day.

JARDINE, MATHESON & Co.,
Agents.
Hongkong, 18th October, 1906. 11941

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"INABA MARU,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day.

Goods not cleared before the 26th October will be subject to rent.

All damaged packages must be left in the Godowns, and Notices of same sent to this Office before the 28th October, or Claims in connection therewith will not be recognised.

No Fire Insurance has been effected.

NIPPON YUSEN KAISHA,
Agents.
Hongkong, 18th October, 1906. 11942

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "SHAWMUT,"
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & Co., Ltd.,
Agents.
Hongkong, 17th October, 1906. 11943

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DELTA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., or S.S. "Moolten,"
From Australia, or S.S. "China,"
From Persian Gulf, or B. I. S. N. & B. & P. S. N. Co.'s Steamers.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 21st inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 18th October, 1906. 11944

SCIENTIFIC MISCELLANY.

IMPROVED LIFE-SAVING—MUSEUM OF ACCIDENT PREVENTION—SINGULAR ALTERATION OF METALS—RADIUM POISONING—ENCRUSTED ROCKS—SUMMER GLASS—DISC CINEMATOGRAPH—BLOWPIPE PROGRESS—LIGHTED CLOTHING

Artificial respiration in the apparently drowned is usually set up by regular flexion of the arms of the prostrate patient. Seeking more positive and better action, Dr. Eisner, manager of Szazvaros, Hungary, has developed the new plan—of alternately raising and depressing the abdomen, and believes that this is a much more effective method of resuscitation. His simple apparatus is a kind of cuirass, which is strapped to the body and made tight by an edge pad, with a foot bellows for compressing and exhausting the air. The abdomen rises and falls with the varying pressure in the cuirass, and this gives not only vigorous inspiration and expiration but also a gentle heart massage, the combined action tending to give favorable results even in desperate cases.

The permanent exhibition of accident-preventing appliances at Charlottenburg is to have an annual grant of 50,000 marks. It now contains 115 large machines with 600 smaller appliances, and 15 electric motors supply driving power. Accident-preventing parts of machines are painted red, while dangerous parts are blue. Workmen's clothing, eye protectors, safety catches, door locks and speed brakes are shown, with safety devices for lathes, presses, circular saws, etc. Safety scaffolding is placed on the grounds, while a gallery gives lessons in preventing industrial diseases.

Aluminum, calcium, zinc, magnesium, etc., affect the photographic plate, though not classed as radioactive. A late remarkable observation is that the electric spark sometimes increases the effect, sometimes lessens it, while this influence—though so superficial that slight sandpapering removes it—persists for months.

The physiological effects of fumble radioactivity have been a subject of investigation in France by E. S. London. Using a quarter of a grain of radium he applied this to the forearm for brief intervals and obtained a distinct reaction after a minimum exposure of 15 seconds. He suspended four grains of radium bromide in a cage about 18 inches long by 16 wide and 12 high. Three rabbits confined in this cage showed redness of the ears after 15 days, while burns soon appeared on the backs, and after 14 months the backs and heads were denuded of fur and covered with ulcers. Movements had become apathetic and slow, the hind legs being partially paralyzed. The eyes were affected, and post-mortem examination revealed changes and degenerations in the muscles, liver, spleen, kidneys and generative organs.

The dark film sometimes found on the racks of rivers has been studied by a Cairo chemist at the Nile first cataract. It is concluded that the film like that of desert rocks, arises from material in the rocks themselves, and that the depth of color depends upon the amount of black oxide of manganese contained, although silica tends to add to the darkening. The film is formed and preserved only in hot climates having a small rainfall.

Ordinary window glass passes nearly all of the heat coming from the sun although it intercepts dark heat, but the new glass of Richard Szegmondy, an Austrian, is claimed to prevent the passage of nine-tenths of the heat of the sun's rays. This glass would change a hot-house into a cold house. The advantages seem to be numerous, but not least should be the delightful coolness of summer cottages having windows of the new material.

Instead of the long celluloid film, a London photographer uses circular glass plates for the cinematograph. The pictures are taken in a spiral, and a plate 15 inches in diameter holds several hundred, recording a story lasting about four minutes.

Recent researches have shown that explosions in gases travel from one end of a tube to the other at a certain definite speed. This has suggested an important improvement in the blowpipe, and in the apparatus brought out by the Société l'Orhydrylique of Paris the gases are mixed before being led to the flame explosion in the tube being prevented by forcing the mixture from the nozzle at a speed greater than the rate of propagation of the flame. The blowpipe is very simple. It is ordinarily a long conical nozzle with two openings at the larger end, a rubber tube passing to each inlet from a gas cylinder provided with valves and pressure-gauges combined with two expander, but a large size has a mixing chamber with a single tube leading from it to the nozzle. A light form, weighing half a pound, uses hydrogen and oxygen, the acetylene model being heavier. This blowpipe is especially useful for welding tubes pieces of steel, boiler work, etc., and it can be applied also to the cutting of metals. With a device for mixing and directing the flame, a circular disc can be cut from an inch-thick steel plate at the rate of a foot a minute as saw cuts a soft plank, the cut being scarcely thicker than that of a saw.

In the latest fight against the rabbit pest in Australia, the attempt is made to destroy the animals in their burrows. A specially constructed boiler is used, with a length of flexible

metallic hose, and steam at high pressure is forced into the burrow after first closing all openings except that for the hose. The early results have been very encouraging.

Ordinary clothing, it is pointed out, keeps the skin of man in almost complete darkness. A London physician advises that consumptives wear white clothing, and that it be of linen or cotton, never of silk, blue and violet pass the higher rays fairly well, and might be worn but red, black, yellow and green transmit little but heat rays, and should be avoided.

SHARE REPORT.

Messrs. Erich Georg & Co. say in their weekly share report dated 20th October 1906:—The market has ruled very quiet during the week under review, and hardly anything has been done. The sterling demand rate of exchange on London closes at 2s. 3.3.16d., while rates on Shanghai are 1s. 7.3.7d. for a Bank T/T, and 1s. 7.3.7d. for a three days' sight private bill. The rate in Shanghai on this for a three days' sight private draft being 1s. 7.2.1d. Barsilver, in London is quoted 32.3.16d. Consols have fallen to 25.15.18, and the Bank of England rate of discount has advanced to 6 per cent.

BAIKY SHARES.—A steady demand for small lots caused Hongkong and Shanghai Bank shares to rise to \$810 buyers, after sales at \$810, \$802, \$805 and \$810; the London rate is 25.15.18. Nationals have sellers at \$50, and buyers at \$47.

MARINE INSURANCE SHARES.—Unions have sellers at \$775, and small buyers at \$765, China Traders can be placed at \$85. North China have sellers at \$74.

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Abbey's Effervescent Salt

Your Stomach is the key to your health.

If you keep your Stomach healthy, you are sure to be well.

If you use Abbey's Salt it will keep your Stomach in such perfect condition that you simply can't help being well.

When your trouble comes from the Stomach, Abbey's Salt is the right thing to take—don't forget that.

Sold in two sizes by all Chemists and Stores, and by Watkins, Ltd., and A. S. Watson, Ltd., Hong Kong.

The Abbey Fruit Salt Co., Ltd., 144, Queen Victoria Street, London, E.C.

1083—6

CLEANSE YOUR BLOOD

WITH GRIMAUD & CO'S SARSAPARILLA

The original sarsaparilla, recommended for the last 40 years for lymphatic diseases, eruptions, boils, and all disorders of the skin.

GRIMAUD & CO, 4, rue Vivienne, PARIS

1165-1

DINNEFORD'S

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.

Safest and most Effective Agent for Regular Use.

DINNEFORD'S MAGNESIA

MAGNESIA

1025—3

Luxury & Economy

meet in Van Houten's Cocoa, for it not only possesses the finest flavour, it is also the most economical in use.

"Goes farther than other brands, and is therefore more economical."—Health.

"Its flavour, soft and fully developed, is delicious."—Court Journal.

van Houten's Cocoa

Best & Goes Farthest.

1025—3

A LIGHT NOURISHMENT FOR GENERAL USE.

The "Allenburys" DIET

The "Allenburys" DIET is for Adults and is quite distinct from the "Allenburys" Foods for Infants.

ALLEN & HANBURYS Ltd., 37, Lombard Street, LONDON.

1117

W.M. WHITELEY LTD.

Universal Providers.

WESTBOURNE GROVE, LONDON, W.

THE BIGGEST

SHIPPING

ARRIVALS

Amoy, German str. 777, N. Baltzer, 21st October—Tientsin 10th Oct. and Hoihow 13th Oct. and Pigs—Jensen & Co.
Chungking, British str. 1,193, G. S. Weigall, 21st October—Chiao 15th Oct. General—Jardine, Matheson & Co.
EMPEROR OF INDIA, British str. 3,082, E. Bodham, 21st Oct. Vancouver 20th Oct. and Shanghai 18th. Mails and General—C. P. R. Co.
HAICHING, British str. 1,297, A. E. Hodgins, 21st Oct. Paochow 19th Oct. and Amoy 20th General—Douglas, Laing & Co.
HAIRAN, French str. 377, Andersen, 21st Oct. Pakhoi and Hoihow 20th Oct. General—A. R. Marly.
HASAGANI, British steamer, 21st October, from Canton.
HERMAN MENEZES, German str. 1,035, Mellor, 21st Oct. Nagasaki 15th October. East Asiatic Trading Co.
KICKASS, British str., 20th October—from Canton.
LIANGCHOW, British str., 1,213, Haider, 20th October—Tientsin and Chiao 10th Oct. General—Butterfield & Swire.
MAUSANG, British str., 1,044, R. Houghton, 20th Oct. Samsung 14th October, Tientsin and General—Jardine, Matheson & Co.
HAVRE & HAMBURG VIA STRAITS, &c.
MEKONG, Chinese str. 1,334, J. McArthur, 21st October—Shanghai 18th Oct. General—Chinese.
PAOVING, British str., 1,553, Gogan, 19th Oct. Shanghai 18th Oct. General—Butterfield & Swire.
VICTORIA, Swedish str., 1,800, J. A. Høllberg, 21st Oct. Samsung 14th October, Samsung—Agard, Thompson & Co.

DEPARTURES

BOURBON, French str., for Saigon.
CAHAGAN, French str., for London.
CEYLON, British str., for Shanghai.
DELTA, British str., for Europe.
HONGKONG, British str., for Canton.
INABA MARU, Japanese str., for Kobe.
KAGOSHIMA MARU, Japanese str., for Shanghai.
KANAGAWA, Japanese str., for Shanghai.
SEIKYU, Japanese str., for Manila.
SINAGAWA, Japanese str., for Chiochi.
SITHONIA, German str., for Shanghai.
TATIAN, British str., for Kobe.
TARTAN, British str., for Shanghai.
ZORASTER, British str., for Kobe.
 Oct. 22nd.
CARL DIETRICH, German str., for Hoihow.
JOHN MARR, Japanese str., for Tientsin.
LANGCHOW, British str., for Canton.
MICHAEL, British str., for Canton.
PACIFIC, British str., for Canton.
PERIA, British str., for Canton.
SIGNAL, German str., for Swatow.

SHIPPING REPORTS

The German str. *Michael* reports: Very strong N.E. monsoon and clear weather.
 The Chinese str. *Meigoo* reports: Strong N.E. monsoon and high sea throughout.
 The British str. *Langchow* reports: Strong monsoon and very heavy sea between Nankai and Lianchoo and fine weather.
 The British str. *Langchow* reports: Light S.W. winds from Chiochi across the Yellow Sea; then gale from N.W. around to N.E. by N. and heavy gale in N.E. Farnosa Channel and high sea running from Breaker Point to port variable breeze.
 The British str. *Chiochi* reports: Chiochi to lat. 34 N. light wind and fine. Lat. 31 N. to P. Shan Island strong N.W. wind and rough sea. P. Shan Island to Lianchoo strong N.E. monsoon increasing to moderate gale in Farnosa Channel, with high sea. Lianchoo to port light to strong wind and moderate sea. Weather fine and clear throughout.

VESSELS IN DOCK

Oct. 20th.
ADDEREN DOCKS—Signal, *Chiochi Maru*.
KOWLOON DOCKS—*Soramang*, *Ch. Harlowin*, *Johanne*, *Pishan*, *Chiochi*, *Davao*, *Sabre*, *Monteagle*, *Kinsan*, *H.M.S. Taku*, *Langshan*.
COSMOPOLITAN DOCKS—*I. F. Chapin*, *Rhygia*, *Meropi*.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, & FOCHOW.

THE Company's Steamship

"HONGKONG."

Captain A. E. Hodgins, will be despatched for the above Ports TO-MORROW, the 21st inst. at Noon.

For Freight or Passage, apply to

DOUGLAS, LAING & CO.,

General Managers,

Hongkong, 20th October, 1906. [1854]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR."

Captain W. D. A. Thomas, will be despatched for the above Ports TO-MORROW, the 21st inst. at 3 P.M.

For Freight or Passage, apply to

DAVID SASSON & CO., LTD.,

Agents,

Hongkong, 16th October, 1906. [1898]

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, Ceylon, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS,

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR

BATAVIA, PERMAN, GULF, COASTWATER,

AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"SIMLA."

Captain C. D. Goldsmith, carrying H.M. Majesty's Mails, will be despatched from this Port Bombay on SATURDAY, the 3rd November, at Noon, taking passengers and cargo for the above ports in connection with the Company's str. *Britannia*, 6,525 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Egypt*, due in London on 15th December.

Passes will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWITT,

Superintendent,

Hongkong, 22nd October, 1906.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k" nearest Hongkong "h" midway between Hongkong and Kowloon "m" and those vessels berthed at the Kowloon Wharf "kw" together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	MANILA	Brit. str.	—	A. W. Anderson, R.N.R.	P. & O. S. N. Co.	About 24th inst.
LONDON & ANTWERP	GLENEARN	Brit. str.	—	Houghton	McGregor Bros. & Gow	On 31st inst.
LONDON &c. VIA BRUAL PORTS OF CALL	SIMLA	Brit. str.	—	C. D. Goldsmith	P. & O. S. N. Co.	On 3rd Nov. at Noon.
LONDON & ANTWERP	MERIONETHSHIRE	Brit. str.	—	Lancelotti	McGREGOR BROS. & GOW	About 15th Nov.
MARSEILLES, &c. VIA PORTS OF CALL	TOURNAI	Freng. str.	—	von Binger	McGREGOR BROS. & GOW	On 30th inst. at 1 P.M.
BREMEN, VIA PORTS OF CALL	PRINZ LUDWIG	Ger. str.	k.w.	Ginstembriun	McGREGOR BROS. & GOW	About 30th inst.
ANTWERP & HAMBURG VIA STRAITS, &c.	HABSBURG	Ger. str.	k.w.	Filler	HAMBURG-AMERIKA LINIE	On 24th inst. at Noon.
HAVRE & HAMBURG VIA STRAITS, &c.	BRISGAVIA	Ger. str.	k.w.	Hillebrandt	HAMBURG-AMERIKA LINIE	On 10th Nov.
HAVRE & HAMBURG VIA STRAITS, &c.	SEGOVIA	Ger. str.	k.w.	Schönfeldt	HAMBURG-AMERIKA LINIE	On 2nd Nov.
HAVRE & HAMBURG VIA STRAITS, &c.	SITHONIA	Ger. str.	k.w.	Brehmer	HAMBURG-AMERIKA LINIE	On 16th Nov.
ODESSA	PETRONIA	Rus. str.	—	—	HAMBURG-AMERIKA LINIE	On 20th Nov.
NEW YORK VIA PORTS & SUEZ CANAL	SHIMOSA	Brit. str.	—	—	—	About 10th Dec.
NEW YORK VIA PORTS & SUEZ CANAL	YEDDO	Brit. str.	—	Cowley	—	About 2nd Nov.
NEW YORK VIA PORTS & SUEZ CANAL	EMPEROR OF CHINA	Am. str.	—	—	—	About 13th Nov.
VANCOUVER VIA SHANGHAI JAPAN, &c.	ATHENS	Brit. str.	1 m.	—	—	About 20th Nov.
VANCOUVER VIA SHANGHAI JAPAN, &c.	SHAWMUT	Am. str.	—	E. V. Roberts	CANADIAN PACIFIC R. CO.	On 25th inst. at 4 P.M.
SOUTH AMERICAN PORTS VIA JAPAN PORTS	KARATO MARU	Jap. str.	—	W. E. C. S. Palmer	CANADIAN PACIFIC R. CO.	On 28th Nov. at Noon.
AUSTRALIAN PORTS VIA MANILA	EMPIRE	Brit. str.	—	Holms	DOUGLAS & CO., LTD.	On 24th inst.
AUSTRALIAN PORTS VIA MANILA	TAIYUAN	Brit. str.	1 m.	G. Wendig	TOYO KISEN KAISHA	Middle of Dec.
AUSTRALIAN PORTS VIA MANILA	SANTAFAN	Ger. str.	—	Schönfeldt	McGREGOR BROS. & GOW	On 12th Nov. at Noon.
YOKOHAMA & KOBE	SEKIYA	Brit. str.	k.w.	E. W. Bruce	HAMBURG-AMERIKA LINIE	To-day, at Noon.
YOKOHAMA VIA SHANGHAI, MOJI & KOBE	YAMATO	Jap. str.	—	Brouwers	P. & O. S. N. Co.	About 26th inst.
JAPAN VIA SHANGHAI	LIANGCHOW	Brit. str.	1 m.	H. Harler	JAYA-CHINA JAPAN LINE	Quick despatch.
CHEFOO, NEWCHOWANG & TIENTSIN	CHUNGKING	Brit. str.	—	Miller	BUTTERFIELD & SWIRE	On 25th inst. at 4 P.M.
SHANGHAI	KIUKIANG	Brit. str.	1 m.	Speiser Wilks	BUTTERFIELD & SWIRE	To-day.
SHANGHAI & CHINKIANG	HONGKONG	Brit. str.	1 m.	—	JARDINE, MATHESON & CO.	To-morrow, at Daylight.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ROON	Brit. str.	1 m.	J. H. Brown	BUTTERFIELD & SWIRE	On 21st inst.
SHANGHAI	CHIOYANG	Brit. str.	—	A. E. Sandilich	JARDINE, MATHESON & CO.	On 27th inst.
SHANGHAI	SOSHU MARU	Jap. str.	—	T. Suruga	OSAKA SHOSHEN KAISHA	On 27th inst. Daylight.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	RIENANIA	Ger. str.	k.w.	v. Hoff	HAMBURG-AMERIKA LINIE	On 28th inst. at 10 A.M.
SHANGHAI, KOBE & YOKOHAMA	RIENANIA	Ger. str.	k.w.	v. Hoff	HAMBURG-AMERIKA LINIE	On 1st Nov.
SHANGHAI, KOBE, YOKOHAMA, &c.	MAITA	Brit. str.	—	R. A. Peters	P. & O. S. N. Co.	About 1st Nov.
SHANGHAI, YOKOHAMA, KOBE & VLADIVOSTOK	SAN DOMINGO	Jap. str.	—	I. Sakurai	OSAKA SHOSHEN KAISHA	About 5th Nov.
TAMU VIA SWATOW & AMOY	MANAN MARU	Jap. str.	—	S. Ito	OSAKA SHOSHEN KAISHA	On 28th inst. Daylight.
ANPING VIA SWATOW & AMOY	PERISHU MARU	Jap. str.	—	A. E. Hodgins	DOUGLAS LAING & CO.	On 31st inst. at 10 A.M.
SWATOW, AMOY & FOCHOW	HAICHING	Brit. str.	2 h.	Sommerville	BUTTERFIELD & SWIRE	To-morrow, at Noon.
MANILA	TEAN	Brit. str.	1 m.	R. Rodger	SHAWAN, TOMES & CO.	On 27th inst. at Noon.
MANILA	ZAFIRO	Brit. str.	—	F. Mooney	JARDINE, MATHESON & CO.	On 27th inst. at 4 P.M.
MANILA	YUENSANG	Brit. str.	—	R. Almond	SHAWAN, TOMES & CO.	On 3rd Nov. at Noon.
MANILA	RODI	Brit. str.	—	W. D. A. Thomas	DAVID SASSON & CO., LTD.	To-morrow, at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	CATHERINE APCAR	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & CO.	On 27th inst. at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	NAMRANG	Brit. str.	—	—	—	—

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila.	On 27th Oct. Noon.
RUBI	2540	R. Almond	Manila.	On 3rd Nov. Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,

GENERAL MANAGERS.

Hongkong, 20th October, 1906. [13]

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

S.S. "BRAEMAR" ... About 20th November.

For freight and further information apply to

SHEWAN TOMES & CO.,

GENERAL AGENTS.

Hongkong, 9th October, 1906. [19]

EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOK.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMER	DATE OF SAILING.
MARSEILLES, HAVRE, COPENHAGEN, SCANDINAVIAN, RUSSIAN and GERMAN-BALTIC PORTS	"NIKOBAR"	On or about 30th Oct.
SHANGHAI, YOKOHAMA, KOBE and VLADIVOSTOK	"SAN DOMINGO"	On or about 5th Nov.
ODESSA	"CAMBODIA"	On or about 3rd Dec.
	"PETRONIA"	On or about 10th Dec.

For Further Particulars, apply to

MELCHERS & CO.,

AGENTS.

Hongkong, 17th October, 1906. [1357]

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI	"HANGSANG"	Tuesday, 23rd Oct. daylight.
TIENTSIN	"CHIPSANG"	Thursday, 25th Oct. 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"YUENSANG"	Saturday, 27th Oct. 3 P.M.
MANILA	"YUENSANG"	Saturday, 27th Oct. 4 P.M.
SHANGHAI	"CHOYSANG"	Sunday, 28th Oct. daylight.

These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang & Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

GENERAL MANAGERS.

Hongkong, 20th October, 1906. [18]

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers	Tons.	Captain.	Sailing Date.
SHAWMUT	9,606	E. V. Roberts	On 24th October.
TREMONT	9,606	T. P. Garlick	On 20th November.

1 Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw ss. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

DODWELL & CO., LIMITED,

GENERAL AGENTS.

QUEEN'S BUILDINGS,

Hongkong, 2nd October, 1906. [17]

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

By the new steamers "RHENANIA," "HABSBURG," "HOHENSTAUFE" and the "SCANDIA," and "SILENSIA." The steamers are especially built for the tropics and have luxurious Passenger accommodation, first-class. Cabins Amidship, lighted throughout by electricity, cabins fitted with fans. Doctor and Stewardsesses carried. Laundry on board. Return tickets issued at reduced rates for two years available, through tickets to be had to London via Havre and to New York via Naples and Hamburg.

NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA (TSINGTAU, CHEFOO AND TIENTSIN VIA SHANGHAI).

RHENANIA	Capt. v. Hoff	1st November
HOHENSTAUFE	Jäger	2nd December
SILENSIA	Bahl	2nd January
SCANDIA	v. Doehren	1st February

NEXT SAILINGS HOMEWARD.

FOR SINGAPORE, PENANG, COLOMBO, ADEEN, SUEZ, PORT SAID, NAPLES, HAVRE, (LONDON VIA HAVRE) AND HAMBURG.

HABSBURG	Capt. Filler	2nd November
RHENANIA	v. Hoff	14th December
HOHENSTAUFE	Jäger	11th January
SILENSIA	Bahl	8th February
SCANDIA	v. Doehren	22nd March
HABSBURG	Filler	5th April

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD.

SEGOVIA	FOR YOKOHAMA & KOBE	22nd October
RHENANIA	FOR SHANGHAI, KOBE & YOKOHAMA	1st November
ANDALUSIA	FOR SHANGHAI, KOBE & YOKOHAMA	13th November

NEXT SAILINGS HOMEWARD.

VIA STRAITS, COLOMBO AND ADEEN.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

Also via Aden or Port Said by the "AMERICA" "PENSIAN SERVICE" to Arabian and Persian Gulf Ports.

• HABSBURG ... FOR HAVRE & HAMBURG ... 2nd November

• TRUTONIA ... FOR ANTWERP & HAMBURG ... 10th November

• BRISGAVIA ... FOR HAVRE, BREMEN & HAMBURG ... 16th November

• SEGOVIA ... FOR HAVRE & HAMBURG ... 20th November

• SITHONIA ... FOR HAVRE & HAMBURG ... 30th November

Hongkong, 17th October, 1906. [12]

VESSELS ON THE BERTH

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	MANILA..... Capt. A. W. Anderson, R.N.R.	About 24th October	Freight and Passage.
YOKOHAMA VIA SHANGHAI, MOI and KOBE	SUMATRA..... Capt. E. W. Bruce	About 26th October	Freight and Passage.
SHANGHAI	MALTA..... Capt. R. A. Peters	About 1st November	Freight and Passage.
LONDON, &c. VIA USUAL PORTS OF CALL	SIMLA..... Capt. C. D. Goldsmith	Noon, 3rd November	See Special Advertisement.

For further Particulars, apply to—

E. A. HEWETT,
Superintendent.

Hongkong, 20th October, 1906.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"KIUKIANG".....	On 22nd October.
MANILA	"TEAN".....	On 23rd October.
SHANGHAI and CHINKIANG	"HANGCHOW".....	On 25th October.
CHEFOO, NEWCHANG and TIENTSIN	"LIANGCHOW".....	On 25th October.
SHANGHAI	"YOHCHOW".....	On 27th October.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN".....	On 12th November.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivalled Table. A daily qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 19th October, 1906.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
* TAMSUI VIA SWATOW AND AMOY	"MASAN MARU"..... Capt. I. SAKURAI	SUNDAY, 28th Oct., at DAYLIGHT.
* SHANGHAI VIA SWATOW, AMOY and FOCHOW	"SOSHIU MARU"..... Capt. T. SUGIWA	SUNDAY, 28th Oct., at 10 A.M.
* ANPING VIA SWATOW AND AMOY	"FUKUSHU MARU"..... Capt. S. ITO	WEDNESDAY, 31st Oct., at 10 A.M.

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, at Second Floor, No. 1, Queen's Buildings.

Hongkong, 20th October, 1906.

T. ARIMA, Manager.

PASSENGER SEASON 1907.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

THROUGH STEAMER

MARSEILLES AND LONDON.
VIA COLOMBO AND BOMBAY.

THE STEAMSHIP

"MACEDONIA,"
10,500 TONS, CAPT. C. D. BENNETT, R.N.R.

WILL BE DESPATCHED AT NOON,

ON

SATURDAY, 23RD MARCH,

AND IS DUE IN MARSEILLES ON THE 20TH APRIL AND LONDON ON THE 27TH APRIL.

IN ADDITION TO GIVING PASSENGERS AN OPPORTUNITY OF
SPENDING ABOUT 24 HOURS IN BOMBAY THIS VESSEL
WILL MAKE A FAST RUN TO MARSEILLES AND LONDON.
THE VOYAGE FROM HONGKONG TO MARSEILLES SHOULD BE
COMPLETED IN 28 DAYS AND TO LONDON IN 35 DAYS.

FARES:

TO MARSEILLES—£61 First and £42 Second Saloon,
TO LONDON—£65 First and £44 Second Saloon.

For Further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 11th October, 1906.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.
EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN PORTS.



PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
PRINZ LUDWIG	WEDNESDAY 24th October
PRINZESS ALICE	WEDNESDAY 27th November
RODOLPH	WEDNESDAY 21st November
BUELOW	WEDNESDAY 5th December
PRINZ REGENT LUITPOLD	WEDNESDAY 18th December
PRINZ EITEL FRIEDRICH	WEDNESDAY 2nd January
SEYDLITZ	WEDNESDAY 16th January
PRINZ HEINRICH	WEDNESDAY 30th January
GREISENAU	WEDNESDAY 13th February
PREUSSEN	WEDNESDAY 27th February

ON WEDNESDAY, the 24th day of OCTOBER, 1906, at Noon, the Steamship
"PRINZ LUDWIG," Captain von Binzer, with MAILS, PASSENGERS, SPECIE
and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 22nd Oct. Cargo and
Specie will be received on Board until 5 P.M. on TUESDAY, the 23rd Oct. and Parcels
will be received at the Agency's Office until Noon, on TUESDAY, the 23rd Oct.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50,
and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewards.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class 2nd Class 3rd Class

TO NAPLES, GENOA and GIBRALTAR: 243 0 0 242 0 0 222 0 0

TO SOUTHAMPTON, LONDON, BREMEN
AND HAMBURG: 91 0 0 83 0 0 33 0 0

* TO NEW YORK VIA SUEZ
VIA NAPLES, GENOA or GIBRALTAR: 64 0 0 44 0 0 26 0 0

VIA BREMEN OR SOUTHAMPTON: 118 0 0 79 0 0 47 0 0

return: 88 0 0 46 0 0 27 0 0

VIA BREMEN OR SOUTHAMPTON: 123 0 0 83 0 0 48 0 0

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar
and travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES,
GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's
expense.

TOUR VIA INDIA: Passengers have the option of using a Steamer of the British India S. N. Co., from
SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo.

The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

LYMPERATION OF THE VOYAGE IN EGYPT.

Passengers to European and New York are entitled to travel by the N. D. L. Mediterranean
Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer
from PORT SAID.

JAPAN-CHINA-AUSTRALIAN LINE. VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,
SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

STEAMER	SAILING DATES
SANDAKAN	MONDAY, 22nd Oct.
WILLEHAD	TUESDAY, 13th Nov.
PRINZ SIGISMUND	TUESDAY, 11th Dec.

ON MONDAY, the 22nd OCTOBER, at Noon, the Steamship "SANDAKAN,"
Captain G. Wendig, with Mails, Passengers and Cargo, will leave this port as above.
The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class 2nd Class 3rd Class

TO MANILA: 350 0 0 330 0 0 230 0 0

TO NEW GUINEA: 428 0 0 418 0 0 218 0 0

TO BRISBANE: 430 0 0 420 0 0 214 0 0

TO SYDNEY: 433 0 0 423 0 0 215 0 0

TO MELBOURNE: 434 0 0 424 0 0 216 0 0

TO YOKOHAMA: 580 0 0 560 0 0 240 0 0

TO KOBE: 595 0 0 570 0 0 250 0 0

TO YOKOHAMA and back from KOBE: 3140 0 0 3100 0 0

TO YOKOHAMA VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer: 437 0 0

TO EUROPE VIA AUSTRALIA AND AMERICA: 96 0 0

From Australia to New York via Vancouver by the C.P.R. Co's steamers, or via San
Francisco by the O. & S.S. Co's steamers, and from New York to Europe by the Magnificent
Express Steamers of N.D.L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE

SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"ROON".....	Wednesday, 24th Oct.
YOKOHAMA and KOBE	"WILLEHAD".....	Wednesday, 24th Oct.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"BUELOW".....	Wednesday, 7th Nov.

* Reaching Yokohama in less than six days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San
Francisco to New York by the C.P.R. Co's steamers P.M.S.S. Co., O. & S.S. Co.,
T.K.K. and from New York to Europe by the Magnificent Express Steamers of the
Norddeutscher Lloyd are issued at the following Rates:—

To London via Plymouth or Southampton	1st Class 422 0 0
To Bremen	62 0 0
To Paris via Cherbourg	65 0 0
To Naples, Genoa via Gibraltar	65 0 0

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

PASSENGER SEASON 1897.

IN 25 DAYS TO ITALY

BY THE

MAGNIFICENT N.D.L. LINERS:

"PRINZESS ALICE" 10,911, ON MARCH 13TH.

CAPT. CH. POLACK.

"PRINZ LUDWIG" 10,500, ON MARCH 27TH.

CAPT. VON BINZER.

CALLING AT NAPLES, GENOA, GIBRALTAR AND
SOUTHAMPTON TO LAND PASSENGERS.

EARLY BOOKING RECOMMENDED.

For PARTICULARS, APPLY TO

MELCHERS & CO.,

AGENTS.

Hongkong, 12th October, 1906.

CANADIAN PACIFIC RAILWAY. COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER
11 DAYS ACROSS THE PACIFIC TO THE EMERALG LINE. Saving 5 to 10 days Ocean Travel,
11 DAYS YOKOHAMA to VANCOUVER,
14 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS.		(Subject to Alteration),	
R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF CHINA" 6,000	...	THURSDAY, 25th Oct.	12th Nov.
"EMPERESS OF INDIA" 6,000	...	THURSDAY, 22nd Nov.	10th Dec.
"ATHENIAN" 6,000	3,882	WEDNESDAY, 28th Nov.	22nd Dec.
"EMPERESS OF JAPAN" 6,000	...	THURSDAY, 29th Dec.	7th Jan.
"MONTEAGLE" 6,153	...	WEDNESDAY, 26th Dec.	19th Jan.

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.
Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE,
YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail
Express, and at Quebec with the Company's NEW PALATIAL "EMPERESS" Steamships,
14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA
and 23 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence 260; via New York 262.

Intermediate on Steamers: 240; and 1st Class Railways, 242.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry Intermediate
passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval
Military, Diplomatic, and Civil Services, and to European Officials in the Service of China
and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, Acting General Agent,
Corner Pedder Street and Praya opposite Blake Pier.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAHU	JAVA	Second half of November	JAPAN via SHANGHAI	Second half of November
TJILIWONG	JAPAN	Second half of November	JAVA PORTS	Second half of November
TJILATJAP	JAPAN	Second half of November	JAVA PORTS	First half of December
TJIBODAS	JAPAN	Second half of November	JAVA PORTS	First half of December
TJIPANAS	JAVA	First half of December	JAPAN via SHANGHAI	First half of December

The Steamers are all fitted throughout with Electric Light and have accommodation for a
limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on
through Bills of Lading.

For Particulars of Freight and Passage, apply to the

HEAD AGENCY OF THE

JAVA-CHINA-JAPAN LIJN.

Tork Buildings, 1st Floor.
Hongkong, 2th October, 1906.

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Cutler, Palmer & Co.'s



SPECIAL BLEND WHISKY.
SHIPPERS
Cutler, Palmer & Co., London.
AGENTS
SIEMSEN & CO.,
HONGKONG.

SHIPPING IN PORT.

STEAMERS.	
AMERICA MARU, Japanese str., 3,450, Philip Goins, 13th October—San Francisco 14th Sept., General.—Toyo Kisen Kaisha.	14th Oct.
BORNEO, German str., 1,344, A. Decker, 18th October—Sandakan 13th October, Timber.—Melchers & Co.	18th Oct.
CATHERINE AFKAR, British str., 1,730, W. D. A. Thomas, 10th Oct.—Singapore 4th Oct., General.—David Sassoon & Co.	10th Oct.
CHIYUEN, Chinese str., 1,177, C. Stewart, 18th October—Shanghai 14th Oct., General.—Chinese.	18th Oct.
CHOWTAT, German str., 1,151, W. Mollermann, 15th Sept.—Bangkok 9th Sept., General.—Butterfield & Swire.	15th Sept.
DEVAWONGSE, German str., 1,262, T. V. Brulin, 24th Sept.—Bangkok 27th Aug. and Hoihow 3d Sept., Rice and Meal.—Norddeutscher Lloyd.	24th Sept.
EMMALUYKEN, German str., 1,159, G. Cornaud, 16th July—Mauritius 22nd May, Sugar.—Chinese.	16th July
EMPERESS OF CHINA, British str., 3,046, R. Archibald, 23rd Sept.—Vancouver 4th Sept., Mills and General.—C. P. R. Co.	23rd Sept.
HANGCHOW, British str., 999, Mowley, 18th Oct.—Nowchong and Chiofo 12th Oct., General.—Butterfield & Swire.	18th Oct.
HANGSANG, British str., 1,356, Spencer Wilde, 17th Oct.—Shanghai 13th Oct., General.—Jardine, Matheson & Co.	17th Oct.
INDRAWADI, British str., 3,369, R. N. Hill, 18th Oct.—New York 22nd Aug., General.—Jardine, Matheson & Co.	18th Oct.
JOHANNE, German str., 952, Island, 15th Sept.—Swatow 14th Sept.—Jensen & Co.	15th Sept.
KIUKIANG, British str., 1,227, Miller, 17th October—Shanghai 11th October, General.—Butterfield & Swire.	17th Oct.
LISA, Swedish str., 998, H. Horn Dahl, 16th October—Probolinggo 2nd October, Sugar.—Sander, Wieler & Co.	16th Oct.
LOYAL, German str., 1,237, Fr. Natsino, 13th October—Bangkok 4th October, Rice.—Sander, Wieler & Co.	13th Oct.
LYRIA, German str., 1,772, Meyer, 17th Oct.—Haiphong 14th Oct., Coal.—Siemens & Co.	17th Oct.
MACHIN, German str., 996, Tollner, 14th Oct.—Bangkok 8th Oct., Rice and Lumber.—Butterfield & Swire.	14th Oct.
MERAPI, Dutch str., 1,592, E. M. Uddall, 10th October—Singapore 1st October, Sugar.—Chinese.	10th Oct.
MICHAEL JENSEN, German str., 951, H. Edixen, 18th Oct.—Vancouver 4th Oct., 13th October, Beans—Jensen & Co.	18th Oct.
MONTEAGLE, British str., 6,153, S. Robinson, 14th Sept.—Vancouver 7th Aug., Flour, Lead and General.—P. R. Co.	14th Sept.
NAUSAGA, British str., 2,597, P. H. Rolfe, 15th October—Calcutta 10th Sept. and Straits 10th Oct., General.—Jardine, Matheson & Co.	15th Oct.
NEIL MACLEOD, Amr. str., 992, E. Corral, 19th June—Manila 16th June—Barretto & Co.	19th June
NORDEX, Norwegian str., 1,197, W. Wilhelmson, 14th September—Probolinggo 3d Sept., Sugar—Ouder.	14th Sept.
N. S. DE R. SARIO, Amr. str., 715, M. Lopez, Blanco, 12th June—Manila 9th June—Barretto & Co.	12th June
PERSTA, Austrian str., 3,779, P. Craglietto, 19th Oct.—Shanghai 16th Oct., General.—Sander, Wieler & Co.	19th Oct.
POD MARU, Japanese str., 2,160, P. Kirai, 18th October—Mojji 12th October, Coal.—Mitsui Bussan Kaisha.	18th Oct.
POWATAN, British str., 1,640, W. F. Turner, 16th Sept.—Samarang 31st Aug., Sugar.—Doval & Co.	16th Sept.
PRINZ WILHELM, German str., 1,736, C. Willemsen, 13th Sept.—Kobe 12th Sept., General.—Melchers & Co.	13th Sept.
RAJABURI, German str., 1,189, O. Koch, 12th Oct.—Bangkok via Swatow 4th Oct., Rice and Wood.—Butterfield & Swire.	12th Oct.
SANSEN, German str., 665, Fr. Behnke, 13th October—Bangkok 5th October, Rice.—Butterfield & Swire.	13th Oct.
SANDAKAN, German str., 1,793, Wendig, 19th October—Singapore and Hoihow 17th Oct., General.—Melchers & Co.	19th Oct.
SEGOVIA, German str., 5,872, Schonfeldt, 18th October—Hamburg and Singapore 12th Oct., General.—Hamburg-Amerika Linie.	18th Oct.
SHAWMUT, Amr. str., 6,606, Roberts, 17th Oct.—Tacoma and Manila 15th Oct., General.—Dadwell & Co.	17th Oct.
SIBERIA, American str., 5,655, A. Zedler, 19th October—San Francisco 21st September, Mails and General.—P. M. S. S. Co.	19th Oct.
SIGNAL, German str., 990, G. Schlichter, 16th Sept.—Pakhoi via Hoihow 12th September, Cow and General.—Jensen & Co.	16th Sept.
SORONGON, American str., 428, Vittoria, 7th Sept.—Manila 4th Sept., Ballest.—Order.	7th Sept.
SUSOKIANG, British str., 997, G. H. Pennefather, 15th Oct.—Ningpo 15th October.—Butterfield & Swire.	15th Oct.
TAIWAN, British str., 1,042, J. V. Martin, 13th October—Saigon 8th October, General.—Chinese.	13th Oct.
TATSU MA C, Japanese str., 1,918, Nanjani, 14th Oct.—Kobe 7th October, General.—Chinese.	14th Oct.
TEAN, British str., 1,346, Sommerville, 19th October—Macila 16th Oct.—Butterfield & Swire.	19th Oct.
TERMACUS, British str., 1,340, Williamson, 12th October—saigon 7th October, Rice, Meal and General.—Chinese.	12th Oct.
THIBODAN, Dutch str., 2,559, P. Zwart, 16th Oct.—Massara 8th Oct., Piece Goods.—Java-China-Japan Lijn.	16th Oct.
WANDSWORTH, British str., 2,988, D. Thomas, 12th October—Mojji 7th October, Coal.—Shewan, Thomas & Co.	12th Oct.
WIX, German str., 1,810, Carstens, 16th Oct.—Hongay 13th Oct., Coal.—Jensen & Co.	16th Oct.
YRENA, Amr. str., 469, H. Nelson, 16th Oct.—Amoy 14th Oct., Ballast.—Chinese.	16th Oct.
Z. Y. DE ALDECOA, Amr. str., 1,200, Xandaro Bello, 12th June—Manila 12th June—Barretto & Co.	12th June

